

**NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR OCTOBER 18, 1993**

Members Present:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Lloyd Brown - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Vivienne Blair - Holy Cross Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. John Koefel - Holy Cross CDC
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans

Others Present:

Ms. M. R. Chandler - Chandler Enterprises
Rev. Leroy Edwards - 9th Ward/Holy Cross
Ms. Bernadine Luke - resident
Ms. Irma Magee - Ninth Ward Coalition
Ms. Ramana Ross - resident
Mr. Frederick Ross - resident
Mr. Frazier Tompkins - resident and business owner
Mr. Lee Williams - Desire Community Development Corp./AMAN Inc

Summary:

The meeting's primary topic for discussion was Public/Community Facilities and Services. Mr. Grant began the meeting by asking if there were any corrections for the previous meeting summary. Mrs. Warren commented that she had a correction for the last summary regarding the issue of toxic contamination. She stated that the connection between the contamination at the Desire school site and the lock project in that the residents want to know where any contamination is and the extent of it. She asked that the words "not related" be deleted.

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Mr. Grant asked several guests of Mrs. Warren to introduce themselves and thanked them for attending. Mr. Grant recapped what had been covered at past meetings and reviewed the lists of issues discussed during past meetings. Mr. Gallwey commented on an article that appeared in the Times-Picayune concerning the lock project. Mr. Gallwey explained that the headline "Canal project is almost a lock" is misleading, and that it does not represent what Mr. Brinson actually said. Mr. Gallwey stated that Mr. Brinson's comments were not that the project was assured, and that there was optimism that project will proceed with a continued commitment to work with the community in developing the mitigation plan. Mrs. Warren stated that she received many phone calls about the article and that it was very confusing.

Mrs. Warren stated that she had had a chance to read the reports provided to her by the Corps. She wants to get to the point where the information can get to the general public. She expressed a desire to have trucks from the lower ninth ward area used for hauling dirt for the project. She stated she is interested in economic development by having the door of opportunity opened for the community. Mrs. Warren also stated that she wished to see the congressmen involved in meetings.

Mr. Grant reviewed the mitigation proposals put forth in the Rigamer report concerning public/community facilities, and noted that several of the impacts that were to be mitigated no longer exist. He stated that mitigation items still needed include shuttle service during bridge construction. Mr. Grant commented that he had previously discussed with Mrs. Warren the issue of a police substation and that there is a need to research what type of facility is required. Mrs. Warren acknowledged that they had discussed the issue and commented that an important aspect of this issue is the need for funding the facility.

Mr. Grant reported that in researching how housing trust funds are set up, he found literature that discovered 66 housing trust funds across the country, and he would distribute that information to the group tonight.

Mr. Grant stated that the issue of where a police station would be located is important. Ms. Chandler said that she would like to see it as a tenant in 5630 Douglas (the site proposed as a business incubator at past meetings). Mr. Grant noted that the response ability of a police station is important. He commented that the need for fire and medical service could possibly be located in the same building with the police office. Mrs. Warren stated that the need for ambulance service in the area was very important. The issue of a medical facility to serve the area was also discussed. Mr. Koefel suggested that during the construction period a contract for emergency transportation services was needed. Mrs. Warren requested that residents of the area be trained in emergency medical services. Mrs. Luke agreed that training the local community to provide the service was important, and noted that it required training in advance of the project for people to be qualified to perform the service. The group discussed the need for preventative-medical care. Mrs. Warren commented that she would like to see new local services formed and not have outside services come into community. Mr. Grant asked the group about the Rigamer report's suggestion for the use of medical facilities across the parish line. Ms. Chandler commented that the community needs a 24 hour medical facility.

Mr. Grant asked the group about the need for school bus shuttle service during the project. Mr. Tompkins commented that there was definitely a need for enhanced school bus service so that the children were not late for classes and missing their education.

Mr. Grant discussed the need for modifying the 911 address system so that emergency services can reach their destinations.

Mr. Grant asked the group what facilities were not mentioned and need to be discussed.

Mrs. Warren asked if there had ever been this kind of lock expansion in an urban area. Mr. Dicharry replied that this was the largest that the Corps had undertaken. 502

Ms. Chandler stated that the community still has not been given any money for establishing a field office. Mr. Grant replied that the field office would be part of the project when approved. Ms. Chandler commented that without money the community doesn't have the chance to respond. Mr. Grant stated that the information dissemination process was beginning. Ms. Chandler stated that she saw the minutes of the meetings on the Violet site and that it took time and money to accomplish that. She stated that since there is no money, there is no ability for the community to talk to one another. Mr. Gallwey commented that no money can just be given to her for a field office. He stated that once there is a project, there can be a field office. Mr. Gallwey explained that the process for disseminating information includes the working groups, the information that the group has asked be put into the Lower Ninth Ward Neighborhood Council office, keeping it open several nights a week, going to neighborhood meetings, and a public meeting at the end of this process. He stated that a check cannot be given to the neighborhood residents to do with as they will. Ms. Chandler expressed her opinion that the community is not being fully represented by their leadership. There was discussion of a previous confrontation between Mr. Brown and Ms. Chandler over how the process is unfolding. Mr. Williams asked that the community come together in a productive manner and not get personal.

Mr. Gallwey reviewed the list of mitigative issues discussed to this point of the meeting and asked for other issues. Mr. Grant asked about the new school and library being built in the lower ninth ward and the need for any expanded services. Mrs. Warren commented that the people need to know what has happened in the city. She stated that the community needed to be provided with learning resources that are accessible to all, such as cable access channels.

Mr. Grant asked about the community's need for playgrounds. Several members of the neighborhoods saw a need for supervised playgrounds and better maintenance of all playground facilities. Ms. Chandler expressed a desire to speak with someone in the Treasury Department to explain to the community how to access low interest bond funding to build recreational facilities.

Mr. Gallwey commented on a playground area that the Holy Cross Neighborhood Association is working with the New Orleans Recreation Department in establishing, which involves a small piece of property owned by the Port. Mr. Gallwey noted that the working group has been developing a list of what is desired, and that these recommendations will be packaged into a legislative program to be implemented. He remarked that these recommended projects must be built and operated by agencies responsible for those types of programs, such as the recreation department. Ms. Chandler stated that Mrs. Warren had requested all property owned by the Port in the area, and wanted to know why property being looked at for the playground was not included. Mr. Gallwey responded that Mrs. Warren had requested a copy of the Port's leases and they had been given to her. Mrs. Warren stated that what she was really looking for was land available in the area. Ms. Chandler stated her opinion that the issue of the playground points out that Holy Cross was being worked with, but good faith was not being shown in working with the entire community. Mr. Gallwey explained that he was trying to demonstrate that the playground is being proposed to and will be operated by the proper agency - the city Recreation Department. Ms. Chandler wanted to know what is on the table for her group. Mr. Gallwey commented that he was just trying to illustrate how an individual mitigation

project will be established, how it will work, how it will be funded, and how it will be maintained. Ms. Chandler said she understood that, but asserted that the Port was not taking steps to work with her group because of the policy of exclusion.

Mr. Williams asked what stage the working group was at in the process. Mr. Dicharry explained that the group was trying to formulate a mitigation plan and get details about how it will be implemented. He continued that the plan will be submitted for a request for the authority to proceed with the project. Mr. Williams asked if it is possible to receive the money first and then complete the planning. Mr. Dicharry replied that it was out of the ordinary for that to happen. He explained that the working group was to gather the leaders of the community groups to help formulate the ideas for the plan, and then the plan will be taken to the general public for their comments and input. He noted that the working group did not occur during the review of the Violet site, and the process went straight to the public meeting. Mr. Williams explained that in a project for Desire, the funding was provided for the community to call their own meetings. He asked that this be put on the list with the other items desired. Mr. Gallwey noted that it was already proposed in the form of an information dissemination grant.

Mr. Cooper expressed that the Bywater Neighborhood Association is not sure if they want to be given money for disseminating information because of the associated control and accountability that comes with it. He stated that since the project is being proposed by the maritime industry, they bear the burden to prove that it has been built at the Industrial Canal and that it can be done without negative impacts or the negative impacts can be fully mitigated. He stated that he does not want the job of selling the project. He commented that the best form of communication is talking with your neighbors, and he does not want to be paid for doing so. Mr. Williams commended Mr. Cooper's patriotism. Mrs. Warren stated that she does not want to be personally compensated for spreading information, but she does not have the money needed to put out a newsletter. She stated that the only thing she had asked for was a clerk to type and a place to print a newsletter, and she would volunteer her time. Ms. Chandler stated that there is a difference between Bywater and the Lower Ninth in that Bywater has a newsletter and her neighborhood does not. Mr. Dicharry offered to put out another newsletter about the lock project to the community if the group thought it was necessary. Ms. Chandler responded that she wanted people from the community to write the newsletter. She expressed that she wanted to see two people from the community trained to publish the newsletter. Rev. Gunn commented that Holy Cross has included information about the project in their newsletter and suggested that the other groups do the same. Mrs. Warren raised the issue that she does not live in Holy Cross, and therefore does not have a newsletter.

Mr. Koefel commented on the amount of divisiveness between the neighborhood groups and encouraged they work together for the benefit of the whole area. Mr. Cooper explained to everyone how Bywater joined together in their effort to save the Alvar Library and have been able to accomplish many things through working together. There was discussion about how the Lower Ninth also benefitted from the library and how the communities on both sides of the canal are interdependent.

Rev. Gunn stated that those most impacted should receive the most mitigation, and since the people closest to the lock will be effected the most, they should be compensated to the

degree in which they are impacted.

Mrs. Warren and Ms. Chandler emphasized that they do not want personal money from the project. Ms. Chandler stated that the Lower Ninth does not have the network or tools to get things done the way the other neighborhood groups do. Ms. Chandler stated her opinion that the working group does not represent the community. Mr. Dicharry commented that the group was trying to address as many issues as possible before bringing it before the whole community. Mr. Tompkins commented that there are organizational issues in the Lower Ninth Ward that have to be addressed.

**NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR NOVEMBER 8, 1993**

Members Present:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Mr. John Andrews - Bywater Neighborhood Association
Ms. Vivienne Blair - Holy Cross Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. John Koefel - Holy Cross CDC
Mr. Walter Brooks - Regional Planning Commission
Mr. Joe Dicharry - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans

Others Present:

Mr. Sal Doucette - Holy Cross CDC
Mr. Allen Marcelin - Accurate Construction Co.
Mr. Lee Williams - Desire Community Development Corp./AMAN Inc

Summary:

The meeting's primary topic for discussion was Transportation. Mr. Grant described the Industrial Canal as a transportation corridor for both water and roadway traffic. Because the lock is being proposed for north of Claiborne Avenue, the working group is taking a look at the impacts and mitigation listed in the Rigamer report to see if they are still valid and what new needs are to be added. Mr. Grant explained how changing the proposed location changes the way the project will impact the community. Mrs. Warren stated that if the project is done anywhere, it will have an impact.

The group discussed how the staging of construction equipment may effect transportation. Mrs. Warren commented that traffic patterns change all the time, especially with schools opening and closing. Mr. Brooks suggested that the alternate routing proposed for the construction period can be placed in operation before construction begins in order to give people a chance to get use to the routes. Mr. Brooks requested that the alternate routing be placed in the pre-construction mitigation plan.

Mr. Doucette asked if this is the first time a lock was constructed in an urban area, or if there was another project that shows what the impacts will be. Mrs. Warren explained that this project will be the largest of its kind within a city. Mr. Gallwey commented that there have been other projects such as the construction of the Crescent City Connection that offer an idea of what the impacts will be. Rev. Gunn asked about the psychological effects of the project on the residents.

Mr. Dicharry discussed how traffic will be directed during construction of the bridges. He explained that two bridges will always be open to vehicular traffic. Mr. Brooks commented that if the traffic routing plan is done correctly, it should not impact the neighborhood streets, but direct the main traffic onto the detour routes. Mrs. Warren commented that the people in the neighborhoods will have to cross all the way up or down neighborhood streets to get to the bridges.

Mr. Grant discussed the proposed mitigation measures for during construction. They include barging construction materials, resurfacing streets to be used as detour routes, adding pedestrian crossings, improving enforcement of speed limits, reconstructing the St. Claude Bridge as a low-rise bridge, rerouting transit vehicles to compensate for bridge closures, and installing radio controlled bus activated signals. Mrs. Warren commented that the streets need to be resurfaced correctly. She commented that there is currently a problem in the area of streets not holding up. Mr. Grant asked if there were other streets besides Caffin that needed marked crosswalks. Mrs. Warren stated that Tupelo will also need them if traffic is increased.

Ms. Blair had a question about the design of the St. Claude Bridge as to whether it would be constructed in the same style. Mr. Dicharry explained that it will still be a low level bascule bridge. Mrs. Warren expressed concern that traffic from the neighborhood side streets should be able to enter the main roads. There was discussion about the possibility of designing the St. Claude Bridge to be able to accommodate a rail line.

Mr. Grant raised the topic of providing shuttle services within the neighborhoods. Mrs. Warren stated that it should be looked at. She said she wants to make sure that everyone in the neighborhoods have access to the service. She explained that there had been a local bus service prior to NOPSI busses in the area.

Rev. Gunn raised the issue for temporary health services in the lower ninth ward so that there is not the need for people to cross the canal. Ms. Blair commented that medical services have to be centralized so that all in the area can access the services. Mr. Doucette asked if the Corps would be able to work with agencies such as Tulane who can get Kellog Foundation Grants. Mrs. Warren stated that she wanted to see residents of the area educated in providing medical services, and not have people from the outside come in and control the whole thing. Mr. Gallwey commented that there may be a way to join the two ideas. Mrs. Warren remarked that if anyone came into the area to provide medical services, she wants to see them teach the residents how to be self sustaining.

Mr. Grant discussed the Florida Avenue Bridges. He explained that there will be two bridges: a new high-rise bridge with 4 traffic lanes and a new rail bridge with 2 traffic lanes. Mrs. Warren questioned if the high-rise bridge was the same one that the state had been talking about for years. She was informed that it was the same.

Mr. Dicharry explained the detour routes that will be created, including building a new roadway in St. Bernard and linking it to Florida Avenue and the high-rise bridge to reduce potential traffic on Caffin and Tupelo. Mr. Cooper asked if the roadway would stay open after the project had ended. Mr. Dicharry responded that the roadway could become a parish

roadway. Mr. Cooper asked for information about the detour route on the west side of the canal. Mr. Dicharry stated the plan was to route the traffic along either Alvar or Louisa to Higgins, proceeding then to Almonaster. Mrs. Warren asked that it be made clear if St. Bernard would share in paying for improving the main roads.

Mr. Dicharry explained to the group that when the Claiborne Bridge had been closed recently, it was observed that many commuters from St. Bernard used Paris Road to get to Interstate. Mrs. Warren commented that the people close to the parish line will still travel through the lower ninth ward.

Discussion occurred concerning using either traffic light synchronization or point control of lights by the police. Mr. Gallwey discussed the need for an incident management plan that will organize tow trucks and wreckers to be prepared in case an accident or breakdown occurs.

Mr. Cooper raised the issue of providing a St. Claude Streetcar to reduce the number of automobiles needing to cross the canal. Mr. Dicharry responded that the issue had been discussed before Mr. Cooper had arrived, and explained that the bridge can be designed to accommodate rail lines. Mr. Cooper commented that on a regional level, running a streetcar to the Chalmette Battle Field would help connect the National Park located there with the French Quarter and provide room for a park and ride for commuters. Mrs. Warren expressed that she would like to help the neighborhoods first, because they will be most effected by the project. Ms. Blair asked if the streetcar would only be for St. Bernard. Mr. Grant replied that it can benefit both New Orleans and St. Bernard. Mr. Cooper commented that getting traffic out of the neighborhoods by providing a park and ride station would help the neighborhood because traffic brings air pollution and noise. Mrs. Warren explained that she is not opposing the idea of a park and ride, but wants to help the neighborhood first. Rev. Gunn supported the idea of helping out those most effected by the project.

Mr. Grant handed out an outline of the Public Information and Dissemination Program. He explained that the proposed project is a lock to be located north of Claiborne Avenue, and that the mitigation plan will support the project. The two are intertwined and the mitigation plan will not occur without the lock project, and the lock project will not occur without a mitigation plan. Mr. Edwards asked if the Port was to disseminate the information. Mr. Grant explained that the information program will be performed with the community, and the Port's and Corps' technical staffs are for the community to use in helping explain the issues involved. Mr. Grant explained the program outline (attached to this summary). Mrs. Warren stated that things have to be explained plainly so that the residents can understand what will happen. Mr. Grant reported that after the project has been explained to most residents, the next step will be to go to the media to spread the word to the rest of the people. Mrs. Warren commented that the media will report what is going on in the community, and that the initial information provided has to be clear to the residents. Mr. Grant asked that the group look over the outline and comment back to him.

Ms. Blair asked when the public meeting to speak to the general public will occur. Mr. Grant responded that it will occur about a month after the visual display starts. Mr. Dicharry commented that releasing information should generate interest in the project. Ms. Blair

commented that the project will have to be explained plainly to many people, so the public meeting is needed.

Mr. Marcelin asked if there is a plan for providing opportunities to minority contractors. Ms. Blair stated that there may be the need for a list of local businesses first. Mr. Gallwey and Mr. Dicharry explained that there are federal requirements for disadvantaged businesses that will be in effect during this project. Mr. Gallwey also commented that there will be the opportunity for training of local residents.

Industrial Canal Lock Replacement Project

Public Information and Dissemination Program Outline

Purpose

To inform the communities surrounding the Industrial Canal Lock and the public at-large of the proposed project and mitigation plan.

Method

1. Information Dissemination
 - A. Public Displays and Resource Library
 - B. Project Newsletters
 - C. Public Meetings
 - D. Working Group Meetings
 - E. Neighborhood Group Meetings
2. Media Presentations
 - A. Radio/Television Talk Show Appearances
 - B. Project Video Presentation
 - C. Newspaper Interviews
 - D. Newspaper Articles and Supplements
 - D. Speaking Engagements

This program will be developed in conjunction with the Working Group and started immediately upon agreement on the scope of the program.

NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR NOVEMBER 29, 1993

Participants:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Lloyd Brown - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Ruby Sumler - Bywater Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Rep. Sherman Copelin^{LA} - State Representative
Mr. Willie Calhoun - Resident
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans

Summary:

The meeting began with Ms. Sumler distributing an outline of how a Ninth Ward Business Incubator can be organized (attached). Mr. Dicharry handed out a list of jobs identified by the Corps of Engineers which will be needed during the construction of the proposed lock (attached).

Ms. Sumler questioned placing the information library for the lock project in the Sanchez Center when access to the building is not always available to the general public and there is a charge by the City to use the building. Mr. Grant stated that it was planned for the building to be rented so that it will remain open after normal hours. Ms. Sumler suggested the use of the proposed incubator building as an alternative location. Mr. Grant explained that there is a need to get the information to the public as soon as possible. Ms. Sumler asked about notification to the people on the east side of the canal that information about the project is available. Mr. Grant explained that part of the information campaign will be to get the word out that the information is available at a central location, and that it will take time to establish the incubator before information can be placed there.

Ms. Sumler asked about the suggestion to use the property at Flood and Douglas as the site of the incubator. Mr. Grant commented that no commitment had been made to any location. Ms. Sumler noted that the building was recently purchased and that since the building will now be used, the people in the community may benefit from another building being used for the project. She also asked if there has been any commitment to anybody as to where the lock will be located. Mr. Dicharry replied that if a lock is built, the only place proposed is the north of Claiborne Avenue location. Mr. Dicharry explained that this location would not relocate houses, but would effect the businesses along the canal, the Galvez Street Wharf and the Coast Guard facility. Ms. Sumler commented that she understood that there is no definite yes that there will be a lock. Mr. Dicharry said that Congress has to make the final decision. Ms. Sumler asked if the redefining of the definition of wetlands would allow the project to move to St. Bernard.

Mr. Dicharry explained that even with the redefining of wetlands, the area in St. Bernard would still be considered wetlands. Mrs. Warren remarked that it is unlikely the project will occur in St. Bernard for several reasons. Mr. Gallwey commented on the effort to take away the negative impacts of the project and add more positive impacts. Mrs. Warren expressed that she is concerned that the local community should benefit from the project. Ms. Sumler commented that if the new lock becomes a reality, the incubator could allow every organization that represents everybody in the area to have a voice and benefit from the project. She said the incubator could provide a minority employment center for this project and stated that the programs that the incubator can provide are things that will benefit the community. Mr. Dicharry explained that the project is not just the lock, but construction of the new lock and community development. Ms. Sumler expressed that the community expects that whoever receives project contracts be mandated to hire and train people from the community as a part of the contract. Mr. Dicharry said that part of the specifications will include language regarding hiring practices. Ms. Sumler remarked that if it becomes a reality and people will benefit from jobs, and it is brought to the community, people should not be opposed to it.

Rev. Gunn commented on the negative feeling that is developing in the community that, since the lock is proposed and not definite, talking about it is just going through motions. Mrs. Warren noted that some people are also saying that it is a done deal and the people will not get anything out of the project. Ms. Sumler agreed that some people believe that the Corps and the Port have decided with the elected officials what will happen, but said the Corps and Port have told her that a deal has not been made. She explained that she will hold them to their word, and that she wants the people in the community to know what is going on and for feedback to occur. She said she would like to see a newsletter re-established. Mr. Dicharry explained that a newsletter has not been done because the entire plan has not yet been put together to present to the community for comment. Mr. Grant noted that the incubator concept for distributing information has been a central focus in all of the discussions. Mrs. Warren commented that she has been talking about the incubator for years.

Mr. Grant explained to Ms. Sumler that over the past few months the working group has pulled apart the Rigamer Report; gone section by section and discussed the issues with the community; and will put it back together as a new report that is representative of the working group meetings. Mr. Dicharry noted that the Rigamer Report did not address the north of Claiborne Avenue alternative and that the working group was focussing only on that proposed location. Mr. Grant stated that the end result will be the north of Claiborne construction option and the mitigation outline. He said the reason it is an "outline" is that the goal is to take it to the community in as many methods as possible to generate as much comment as possible.

There was group discussion about medical facilities being located on the east side of the canal. Ms. Sumler asked if the proposed Holy Cross and LISC medical center would be the same as the lock project's proposal for medical services, or if it would be a second medical center. Mr. Gallwey explained that previously discussed was the need for emergency response units in the area during construction and the need for an emergency clinic. He stated that he did not know the details of the LISC proposal.

Mr. Grant stated that it is almost time to develop the draft mitigation document, and that areas left to discuss at this meeting are remaining social issues and noise impacts. He said that a topic to be added for the next meeting is environmental issues, which will look at any contamination that may be along the canal and what the impact is on the community. Mr. Dicharry explained that the north of Claiborne lock option can be built without driving many piles, thereby reducing the negative noise impact but not eliminating it altogether. Mr. Grant asked the community representatives what noise they encountered during the recent construction work on the Claiborne Avenue Bridge. Mrs. Warren said some noise did occur. Rev. Gunn discussed the general noise that comes from the river and suggested that compensation be given to the residents for the impact of the canal just being there. Mr. Calhoun asked if no pilings would be driven. Mr. Dicharry replied that some pilings would still be driven, but the number would be greatly reduced from the originally planned 2,000 piles for the lock.

Ms. Sumler asked if the St. Claude Bridge would be a low level bridge. Mr. Dicharry responded that it would be a low level double bascule bridge, with the same footprint of the existing approaches and no new ramps.

Rev. Gunn discussed the impact of moisture from the river on his house. Ms. Sumler commented that moisture in a house has to do with where it was built and not with the lock replacement project. Rev. Gunn responded that having the canal in a residential area within the City caused the problem. Several members of the group pointed out that the canal was there before most of the houses were built. Rev. Gunn asked what can be done about the mental anguish of residents because of the canal. Mr. Dicharry said he did not know how it could be directly mitigated. Rev. Gunn asked that the option for compensation be left open for discussion.

Mrs. Warren asked if there would be more fog horns used with the new lock. Mr. Dicharry commented that the horns are used as warning signal, and that they may not have to use them as often with the improved lock system.

Mr. Grant reviewed the mitigation measures offered by the Rigamer Report for noise impacts. These include soundproofing homes within the 75Ldn noise contours, complete as much of the pile driving as possible before dewatering, barge construction materials, restrict truck hauling to exclusive roadways, restrict hours of truck hauling, develop a public information campaign to educate residents regarding construction techniques that will be used to minimize noise, and schedule pile operations for the bridge during the summer to minimize the noise impact on schools. Mr. Dicharry said that a quieter pile driving machine (hydraulic pile driver) will be used. The group discussed the impact of pile driving next to Warren Easton High School on Canal Street. Mr. Calhoun remarked that unless pile driving is done during the summer, the noise would impact Lawless School. Mr. Dicharry noted the mitigation effort to drive the piles during the summer. Mr. Dicharry also explained that the duration of pile driving will be lessened.

Mr. Grant discussed the impacts and mitigation proposed in the Rigamer report under the title of population. He noted that there are to be no residential displacements because of the

proposed lock. He stated mitigation has been recommended to give residents as much notification as possible of construction. Mrs. Warren requested that it be made sure that no land subsidence will occur because of the project. The group commented that some residents may still want to move even though their house will not be taken.

Mr. Grant mentioned that while it was suggested that public workshops be held for the purpose of informing residents of relocation benefits, the mitigative effort can be turned into holding periodic public workshops about the project. Mrs. Warren agreed with the idea because it would allow for people state their complaints. Ms. Sumler remarked that regularly scheduled meetings could be used to discuss unforeseen things. Mr. Brown asked when the first meeting would be held. Mr. Grant responded that these meetings would be for during construction. Mr. Brown asked when the first general public meeting would be held so that the public can be informed and feedback can be given. Mr. Grant explained that he was negotiating with those in charge of the Sanchez Center to set up the meeting.

Mr. Grant explained the proposed mitigation efforts of shortening the construction period without extending the work day for pile driving, limiting how construction materials can be transported, and improving the enforcement of speed limits on neighborhood streets. The group discussed the potential impact of a completed project on the residential streets of the neighborhoods. Mr. Calhoun suggested that truck routes be designated and strictly enforced. Mr. Dicharry explained the proposed roadway along the parish line and Florida Avenue to keep through traffic off of Tupelo and Caffin. Mrs. Warren commented that a traffic light will be needed near the base of the Florida Avenue high-rise bridge to allow local traffic to enter Florida Avenue. The group discussed that the state's proposed trans-city or tri-parish expressway proposed to include Florida Avenue is not a part of the lock project. Mr. Gallwey explained that the State is building the new Florida Avenue high level bridge with State funds, and the Port is rebuilding the low level Florida Avenue bridge with both federal Truman-Hobbs funds and Port funds. The funding for these two bridges at Florida Avenue is separate from the lock project's funding, but the bridges will be used in rerouting traffic during construction. Mr. Brown commented that the State had promised the new bridge and expressway years before.

Mr. Brown asked if the decision to locate the lock north of Claiborne was finalized or if it was still just proposed. Mr. Gallwey replied that it is the proposed location. Ms. Sumler explained that she had been told during the meeting, before Mr. Brown arrived, that if the project is going to become a reality it will be at this location. Mr. Brown commented that the lock is no longer next to the Holy Cross area and the efforts are now concentrated farther up the canal. Mr. Gallwey and Mr. Dicharry noted that the bridge replacement at St. Claude and the removal of the old lock will still impact Holy Cross and Bywater as well as the area next to a new lock. Mr. Calhoun asked if the lock was definitely going to be replaced. Mr. Dicharry replied that it is proposed to be replaced. Mr. Gallwey responded that the group would not be together if it was not proposed for the lock to be rebuilt. Mr. Dicharry explained that when the project is talked about, it is both the lock replacement and the community development plan because one cannot be done without the other.

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Mr. Calhoun said that he had heard that community politicians had asked for a specific dollar amount of mitigation money, and asked if mitigation money had been promised. Ms. Sumler asked if the Corps and Port had made any commitment to giving anybody mitigation money. Mr. Gallwey and Mr. Dicharry responded that no mitigation money had been given. Mr. Gallwey explained that the elected officials had been kept notified of the working group's proceedings. Ms. Sumler asked if the politicians are being met with separately from the working group meetings. Mr. Dicharry replied no. Ms. Sumler asked if the elected officials were invited to the working group meetings and choose not to come. Mr. Dicharry replied yes. Ms. Sumler explained that she had expressed some of her ideas on paper so that the politicians will know what happened at the table during this meeting, because people have said that the meeting summaries in the past have misrepresented what they said. Mr. Gallwey responded that copies of the summaries are sent to the working group members and if anyone has corrections or changes they are welcome to do it at any time. Mr. Gallwey said that if anybody is saying that the summaries are misrepresentative of what they said, they should speak up at the working group meetings and the correction will be made to reflect what they said. Ms. Sumler asked what happened when the Corps and Port met with the politicians in the past. Mrs. Warren asked if there were minutes from the meetings with the politicians. Mr. Dicharry explained that the Corps and Port had brought the elected officials up to date on the north of Claiborne Avenue site as a potentially good site which has less community impacts, less noise, less disruption and no residential relocations. Mr. Dicharry stated that the elected officials responded that it looked like a workable plan without endorsing it. Ms. Sumler commented on how the last series of working group meetings ended; and stated that when it comes to this project where the people need to have a voice, the politicians are not needed to say when the working group meetings should start or stop. Mr. Dicharry explained that the meetings had not restarted sooner because the Corps wanted to finish looking at the north of Claiborne Avenue site (finish all of the designs, make sure that there would be no residential relocations, make sure that a low level bridge could be built at St. Claude, and make sure that all of that was tied down) before starting up the meetings again. Ms. Sumler said that that was okay as long as the Corps is not asking the politicians' permission to meet with the residents. Mr. Gallwey explained that the representatives were notified as a matter of courtesy. Ms. Sumler said that time was lost because the meetings were stopped by the politicians. Mr. Cooper commented on who constitutes the elected officials. He acknowledged that Sen. Johnson, Rep. Copelin and Councilman Jackson had been mentioned; and recognized that Councilman Boissiere's district touches the west side of the canal, that the half of Bywater not touching the canal is represented by Rep. Morrell and Sen. Bagneris, and that Councilwoman Clarkson's district goes all the way to the canal. Mr. Cooper requested that those representatives receive future copies of the meeting summaries. Mr. Gallwey said it would be done. Ms. Sumler commented that before the last series of working group meetings had been shut down the same issue had been raised. Mr. Brown commented on the political events that had occurred in the past, and stated that the project should be brought to the general community. Mr. Brown expressed that the process is not a one man show and that the community should be a "we" working together as a unit.

Mr. Calhoun asked if the citizen advisory committee recognized in the Rigarner report was the neighborhood working group and not a previous committee. Mr. Dicharry responded

that the working group is an advisory group. Ms. Sumler explained to Mr. Calhoun that the working group was taking parts of the Rigamer report and revamping it.

Mr. Grant stated that the group almost has a skeleton of a mitigation plan developed by the working group. He continued that the goal is not to put a rubber stamp on the plan, but to take the plan to the community to get their feedback. Mr. Grant explained that the decision of how to take the information to the community will be made by the working group. Mr. Brown expressed that the community should have the opportunity to directly express their views and not have the working group members as messengers. Mr. Grant stated that the information will be taken directly to the community and that the working group will decide what method is used to reach them. Mr. Grant commented that the working group is more than a citizen's advisory committee, it is the leadership of the community organizations. Ms. Sumler noted that there are also other organizations in the community that will be represented when the entire community is involved.

Mr. Grant commented that the group had pulled the Rigamer report apart, gone through it to make it address community concerns, and will put it back together with those concerns. Ms. Sumler asked if when the community information office is opened, the information will be broken down for the community to understand. Mr. Grant responded yes. Ms. Sumler said that the community has to be given the opportunity to read what is proposed and provide feedback. Mr. Dicharry replied that it was planned to get written responses from the public and to answer questions they may have. Ms. Sumler stated that if people disagree with what is proposed, a meeting should be called with as many people as possible and then make the changes necessary.

Mr. Gallwey commented that it was written in the Rigamer report that there is a deterrent to community and regional growth from transportation constraints during construction and a decrease in desirability of living in the community during construction. He asked if the group agreed with that. Ms. Sumler said that it should be left in to let the people decide. Mr. Brown asked if a temporary road can be built on the canal side of the floodwall for construction truck traffic to separate it from normal traffic. Mr. Gallwey suggested that there may be a need for a public information program which reports traffic situations everyday, as is being done during the Crescent City Connection bridge construction. Mr. Dicharry explained that the construction equipment will be stored in the industrial area on the west side of the canal near the Galvez Street wharf. He continued that there still will be some truck traffic on the east side of the canal, but much of the construction will occur off-site and barged into the canal. Mr. Calhoun commented that the question is what can be done to make the neighborhood more desirable to live in during construction. Mr. Dicharry agreed and said that is where input is needed from the community such as improving the streets.

Rep. Copelin asked what the total construction budget is projected to be. Mr. Dicharry replied that the lock is in the area of \$450 million to \$500 million. Rep. Copelin asked the amount of the projected mitigation budget. Mr. Dicharry responded that a budget is not set. Ms. Sumler asked if \$1.2 million had been brought up in a previous meeting. Mr. Gallwey explained that a mitigation program had been previously proposed in the Rigamer report, and the

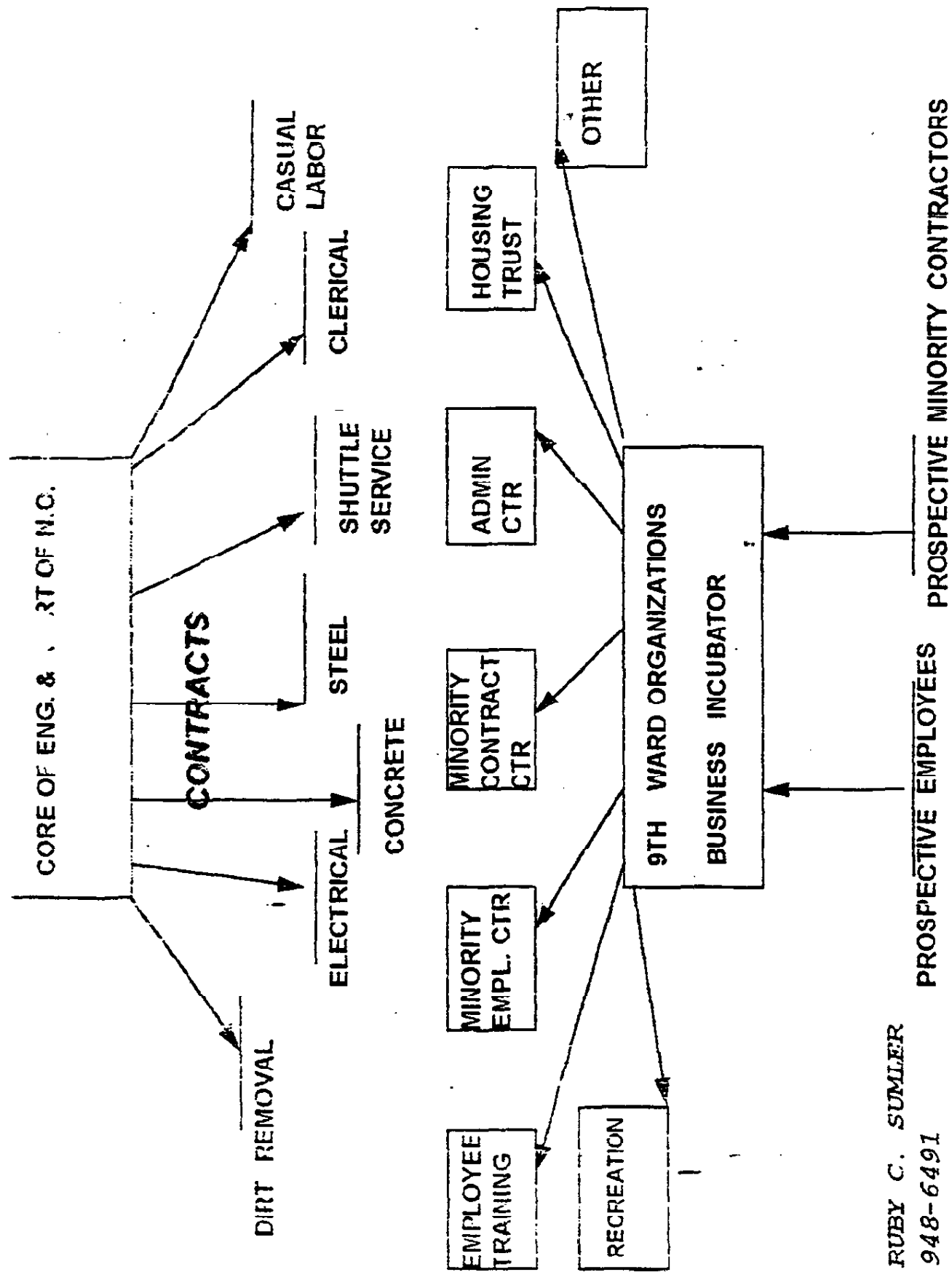
program has been torn apart and put on the table in front of the working group to get their response. Ms. Sumler asked if he was saying that what ever the community agrees upon will be the cost. Mr. Gallwey responded that the specific cost estimates have not been done, but the group has talked about traffic improvement programs, jobs training programs, health, safety, fire and police protection; and a plan has to be done that can be presented to various agencies of government to fund the programs and improvements. Ms. Sumler asked if it was being said that when the plan was in place a cost will have to be decided. Mr. Gallwey responded that the plan would be taken to wherever the money can be found. Ms. Sumler commented that if some of the programs are not guaranteed, the community will not approve the plan. Mr. Gallwey commented the other side of the coin is that without the lock project there is not much of a chance to get the funding for some of these programs. Rep. Copelin expressed that he thought the mitigation plan should be one package with guarantees. He said the mitigation program should probably be a percentage of the construction money. Ms. Sumler asked if the mitigation is part of the total package, including the money to fund it. Mr. Grant replied that once the whole package is together, the dollar amounts will be put into it. Mr. Grant stated that if there is to be a project, it sells much better as a comprehensive package.

Mr. Brown asked if there were minutes from meetings the Corps and Port had with the elected officials. Mr. Grant responded that they were informational meetings with no minutes.

Mr. Grant stated that the goal now is to go back and take all of the chapters that the group has gone through and bring back the new outline. The next working group meeting will be to discuss environmental issues and was tentatively set for December 13, 1993.

9TH WARD ECONOMIC DEVELOPMENT PLAN

- BUSINESS INCUBATOR
 - MINORITY EMPLOYMENT CENTER
 - MINORITY CONTRACT CENTER
 - EMPLOYEE TRAINING
 - ADMINISTRATIVE OFFICE
 - HOUSING TRUST
 - RECREATION
 - OTHER



RUBY C. SUMLER
948-6491

LIST OF JOBS REQUIRED FOR
INDUSTRIAL CANAL LOCK REPLACEMENT PROJECT

Equipment Operators

- Backhoe
- Bulldozer
- Grader
- Front-in Loader
- Cherry Picker
- Crane
- Pile Driver
- Paver
- Roller
- Tractor

Truck Drivers

- Earth Hauling
- Debris Removal

Construction Foreman and Superintendents

Electricians

Carpenters

Oilers

Cement Masons

Concrete Finishers

Iron Workers

Brick Layers

Welders

Painters

Surveyors

Tugboat Crews

General Laborers (skilled and unskilled)

Office Personnel

- Administrative
- Clerical
- Payroll/Accounting
- Computer Operators

Security Personnel at Construction Sites

NEIGHBORHOOD WORKING GROUP
MEETING SUMMARY FOR MARCH 24, 1994

Participants:

Mrs. George-Ethel Warren - Lower Ninth Ward Neighborhood Council
Mr. Marc Cooper - Bywater Neighborhood Association
Ms. Ruby Sumler - Bywater Neighborhood Association
Rev. Lorenzo Gunn - Holy Cross Neighborhood Association
Mr. Willie Calhoun - Resident
Mr. Chester M. Nevels, Sr. - Resident
Ms. Geneva Morris - St. Claude Business
Mr. Joe Dicharry - Corps of Engineers
Mr. Keven Lovetro - Corps of Engineers
Mr. Les Waguespack - Corps of Engineers
Mr. George Carbo - Port of New Orleans
Mr. Patrick Gallwey - Port of New Orleans
Mr. Cedric Grant - Port of New Orleans

Summary:

The meeting began with Mr. Grant explaining that the Proposed Social Mitigation Plan, which had been sent to the members of the working group, was compiled from the past discussions of the Neighborhood Working Group. Mrs. Warren questioned the word "intensive" in describing the community participation program since it had not yet gone to the general public. Mr. Grant summarized the proposed plan. He explained that the format of the Rigamer report was kept in writing the proposed plan because the working group had used the format as a guide in their discussions, but that the final style of the plan could change if the group desired. Mr. Grant requested comments be returned to him on anything missing from the proposed plan or any misinterpretations of what members of the group had suggested.

Ms. Sumler asked about general public involvement for reviewing the proposed plan. Mr. Grant replied that it will be put out to the community and the feedback will be received before anything is finalized. Ms. Sumler expressed the need for the information dissemination program to reach residents on both sides of the canal. Mr. Grant noted that there will be a minimum of two public meetings to receive comments on the mitigation plan. Ms. Sumler stressed that a meeting must be held on each side of the canal.

Rev. Gunn read a political flier that warned the community of entering endless meetings with the government and he asked if anyone knew of the author. Mr. Grant responded that the author was formerly a congressional candidate. Mr. Grant remarked that the working group had been meeting not just to meet, but with the goal of putting together a mitigation plan that could be taken to the community. Ms. Sumler affirmed that the mitigation plan needs to be put to the public for comment.

Mr. Gallwey commented that the Port Authority would like to see the lock built, not at the old proposed location where it would take up homes, but at the north of Claiborne location without that effect. He remarked that the need for community based planning is evident and that the neighborhood working group and public meetings were being performed to fulfill that need. Ms. Morris stated that she lives in the area and has not heard about any meetings regarding the lock. Ms. Sumler said that, because not everyone has heard about the proposed mitigation plan, the proposal has to go to the general public. Mr. Calhoun commented that a proposal had to have been developed before going to the general public. Mr. Dicharry explained to Ms. Morris those organizations involved in the neighborhood working group and the meeting process. There was general discussion of the organization of the different neighborhoods - with the emphasis that the residents of all areas should be informed of the proposed social mitigation plan. There was discussion of placing information about the project in sites on both sides of the canal.

Mr. Grant distributed a copy of a letter from the Holy Cross Neighborhood Association to the Port which contains recommendations related to the mitigation plan. Mr. Gallwey requested that others submit written comments on the mitigation plan also. A question was asked if Holy Cross was trying to negotiate separately from the working group. Mr. Gallwey responded that they were not. He further explained that they submitted the letter as a part of the process and all are encouraged to do the same. Ms. Sumler commented that some of the things listed in the Holy Cross letter were not related to the lock project. There was discussion of the working group meeting to make sure that only items related to the lock project are in the mitigation plan. Mrs. Warren said that whatever does not fall under the mitigation plan should be taken out.

Mr. Calhoun asked when the Corps would start constructing the lock. Mr. Dicharry replied that the Corps is not authorized to construct the lock and that the process of developing a mitigation plan must first be finished. Mr. Calhoun asked how long after agreement is reached - if it is reached - will construction start. Mr. Dicharry responded that it would probably start around five years after the mitigation plan is formulated, if all runs smoothly in the final report going up the Corps' chain of command and to Congress. Mr. Dicharry then explained the process of how the lock report will be sent up the Corps' chain of command.

Mr. Gallwey distributed a copy of the Inland Waterways Users Board agenda for their meeting to be held in New Orleans on March 28-29. He explained that the Board is an advisory group concerned with navigable waterways. The working group was informed that Mr. Dicharry will brief the Users Board on the progress of the lock project. Mr. Dicharry related to the working group that the Inland Waterways Users Board advises the Federal government on what waterway projects should be funded by the Inland Waterways Trust Fund. Since the Users Board will make a recommendation regarding the lock project once all plans - including the mitigation plan - are completed, Mr. Dicharry will brief them on the progress of the project as one item on their agenda. Mr. Dicharry told the group that this will be just a briefing and that no final decisions on the lock project will be made at this time. Mr. Cooper asked what percentage of the project the Users Board will pay. Mr. Dicharry replied that the Trust Fund will fund 50 percent of a shallow draft (barge) lock. Mr. Cooper asked, since the Users Board

will be picking up 50 percent of the project, what would happen if they objected to parts of the mitigation plan. Mr. Dicharry replied they are an advisory board and that Congress will make the decisions. Mr. Waguespack added that the construction and mitigation plans will be packaged together as one project.

Mr. Dicharry explained the findings of the Hazardous, Toxic, and Radiological Waste environmental study performed by the Corps. The efforts of the study were concentrated on the east side of the canal between Claiborne Avenue and Florida Avenue where industries have been located. He reported that no hazardous, toxic or radiological wastes were found during their study. Mr. Dicharry noted that there was some levels of contamination found (oil and lead), and these levels are not considered hazardous according to EPA and Louisiana DEQ rules. He stated the report showed the contamination was isolated on the industrial sites and had not seeped to the residential side of the floodwall or into ground water. He informed the group that the Corps will be studying the Galvez Street Wharf site next. Mr. Dicharry repeated that while some contaminated soil was found on the industrial sites, none is considered hazardous according to EPA standards.

Mr. Cooper asked if any information was known about the oak trees that are dying along side of the lock. Mr. Waguespack responded that a slow leak from a Sewerage and Water Board line had effected the trees. Mr. Cooper asked for consideration to be given to transplant the oak trees instead of destroying them when lock construction begins.

Mr. Grant asked the working group to take two weeks to review and comment back to him on the Proposed Social Mitigation Plan.